USCG LIGHT LIST VOLUMES I - VII CORRECTIONS

VOLUME III Ed 2001 NEW EDITION
(USCG) 36/01

SAILING DIRECTIONS CORRECTIONS

PUB 125 6 Ed 2000 LAST NM 40/00
Page 44—Line 40/L; insert after:

It is reported (2001) that the harbor entrance range is difficult to distinguish and often obscured by large cargo vessels.
(PUBS 015/2001) 36/01

PUB 126 6 Ed 1996 LAST NM 31/01
Page 23—Line 2/L; insert after:

Regulations.—Restricted areas into which entry is prohibited have been established at both ends of Papeete Airport runway (17˚33.5'S., 149˚36.5'W.). Outer zones that enclose these areas have also been established in which the following regulations apply:

1. Navigation in Passe de Papeete is restricted for vessels with a height of more than 20m. In order to proceed through the pass permission must be requested from the lookout station of the Papeete Autonomous Port.

2. By day, vessels with a height of more than 6m must seek prior permission and it must be requested from the lookout station of the Papeete Autonomous Port before navigating in Chenal de Faaa and in close proximity to the ends of the airport runway. By night passage in this area is prohibited to all vessels.

(BA NM 25/01) 36/01

PUB 164 7 Ed 2000 LAST NM 35/01
Page 210—Line 33/R; read:

Pilotage.—Pilotage is compulsory and available 24 hours for vessels over 70 grt. Vessels should send their ETA to the Port Authority 72, 48, and 24 hours prior to arrival. Requests for pilots should be sent 6 hours prior to arrival. The Port Authority can be contacted on VHF channels 16 and 12, while the oil terminals can be contacted on VHF channels 16, 9, and 19. Pilots board in position 2˚32.2'S, 140˚43.4'E. The harbormaster's office is located at the head of the harbor.

On arrival at the entrance to Teluk Yos Sudarso, vessels are usually advised by VHF to anchor SSW of Tanjung Suaja or proceed to the pilot boarding point.
(BA NM 30/01) 36/01

PUB 191 9 Ed 2000 LAST NM 34/01
Page 35—Line 26/L; read:

b. West approach—in 50°45.43'N, 1°21.64'W. (About 0.7 mile W of Gurnard Ledge lighted buoy).
(BA NP 286) 36/01

Page 123—Lines 21 to 52/L; read:

The existence of a Traffic Separation Scheme (TSS) does not imply that the traffic lanes have been adequately surveyed. In addition, the existence of sandwave areas, where depths may be less than charted, should also be taken into account by masters of deep-draft vessels. See paragraph 6.4 for further details.

The inshore waters described in this sector, from the meridian of North Foreland Light, lie within the English Inshore Traffic Zone of the Dover Strait TSS.

Regulations concerning the use of Inshore Traffic Zones are given in the rules of the International Regulations for Preventing Collisions at Sea (72 COLREGS). Rule 10 of these regulations states that a vessel shall not use the inshore traffic zone when it can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20m in length, sailing vessels, and vessels engaged in fishing may use the inshore traffic zone.

Notwithstanding the above, a vessel may use the inshore traffic zone when enroute to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

A vessel outbound from a port is recommended to join the adjacent traffic lane as soon as possible, as provided for and described in the rules.

Pilotage.—Vessels bound for ports in the Dover Strait and English Channel area may wish to pick up a deep-sea pilot before reaching the complex Traffic Separation Schemes. Such pilots, who are properly licensed, should be requested through the various pilotage agencies based in the British Isles or other European countries.

Reporting Systems.—The Dover Strait Reporting System (CALDOVREP)
(BA NP 28) 36/01

Page 123—Lines 1 to 18/R; strike out.
(NIMA) 36/01

Page 123—Lines 31 to 52/R; read:
Mediterranean Sea (United Kingdom).

Due to the CALDOVREP reporting system being mandatory in the area of the Dover Strait TSS, vessels are advised that this system takes precedence over the Ship Movement Report System (MAREP), which is voluntary.

Directions.—The main coastal route connects to the N with the Outer Passage, which crosses the Thames Estuary. For more information concerning the Outer Passage, see Pub. 192, Sailing Directions (Enroute) North Sea.

Vessels bound for the N part of the North Sea usually keep to the E side of the Outer Passage. They pass E of the East Goodwin lightvessel (51˚13'N., 1˚36'E.), W of South Falls, and E of Drill Stone.

Vessels heading S usually keep to the W side of the passage. They pass E of Kentish Knock and then shape a course to lead E of Elbow lighted buoy and E of North

PUB 191 (Continued)

Foreland. Vessels then pass E of the NE Goodwin lighted buoy (5˚20'N., 1˚34'E.), E of the E Goodwin lighted buoy (51˚16'N., 1˚36'E.), E of the SE Goodwin lighted buoy (51˚13'N., 1˚34'E.), clear of the East Goodwin lightvessel (51˚13'N., 1˚36'E.), SE of the S Goodwin lighted buoy (51˚11'N., 1˚32'E.), NW of the CS4 lighted buoy (51˚09'N., 1˚34'E.), SE of the SW Goodwin lighted buoy (51˚09'N., 1˚29'E.), and SE of the South Goodwin lightvessel (51˚08'N., 1˚28'E.).

Light-draft vessels may also transit Gull Stream and The Downs, which are described in paragraph 7.3.

Caution.—An offshore scallop fishing ground extends from a line S of Rye (50˚43'N., 0˚50'E.) to a line S of Selsey Bill (50˚43'N., 0˚47'W.), 60 miles W, in a zone 15 miles wide.

Fishing vessels may be encountered anywhere within the area described in this sector, which includes the entire W portion of the SW traffic lane of the Dover Strait Traffic Separation Scheme and the waters lying close W of it.

An area to be avoided surrounds the CS4 lighted buoy (51˚09'N., 1˚34'E.), which marks the NW limit of the Dover Strait TSS. This area, which may best be seen on the chart, has been established because of the damage inflicted by vessels that have been set down onto the buoy by the tidal currents.

North Foreland to Ramsgate

7.2 North Foreland (51˚22'N., 1˚27'E.), with its nearly perpendicular chalk cliffs, forms the S entrance point of the Thames Estuary. In good weather, it is usually the first point of land seen when approaching the Dover Strait from the NE.

A main light is shown from a conspicuous white tower, 26m high, standing on the rising ground close within the edge of the cliff at North Foreland. A prominent radio mast is situated close NNE of the light.

The cliffy coast in the vicinity of North Foreland is fringed by rocky ledges, which extend up to about 0.2 mile offshore. A very conspicuous building stands 1.5 miles WNW of the light and, when viewed from N, is the highest landmark in this area.

Elbow (51˚22'N., 1˚31'E.), a sandy ridge, forms the NE extremity of the shoal bank extending seaward from North Foreland. It is marked by a lighted buoy moored about 3 miles ENE of the light.

Broadstairs (51˚21'N., 1˚27'E.), a small town fronted by a drying boat harbor, is situated 1 mile S of North Foreland.

Broadstairs Knolls, with depths of less than 5m, are the outermost shoal patches on the flats that front the coast between Ramsgate and North Foreland. They extend up to about 1.5 miles seaward and are marked by a lighed buoy moored 1.8 miles ESE of Broadstairs.

Off-lying banks.—South Falls (51˚23'N., 1˚47'E.), with a least depth of 6.4m, lies 13 miles E of North Foreland and forms the most S part of the Outer Banks fronting the Thames Estuary. This shoal, which is marked by lighted buoys, is about 15 miles long and consists of a narrow ridge of sand and shells.

Drill Stone (51˚26'N., 1˚42'E.), with depths of 11 to 18m, lies about 10 miles ENE of North Foreland and is marked by a lighted buoy. Strong tide rips occur in the vicinty of this patch.

Caution.—Outfall pipelines extend up to about 2 miles ENE from the coast in the vicinity of North Foreland and may best be seen on the chart.

Numerous submarine cables, some disused, extend seaward from points on the shore close N and about 1.5 miles S of North Foreland, and may best be seen on the chart.

A dumping area (spoil ground), which may best be seen on the chart, lies 7.2 miles E of North Foreland.

(BA NP 28) 36/01

Page 124—Lines 1 to 43/L; strike out.

(NIMA) 36/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 **Ed 2001** **LAST NM 31/01**

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast	
			MARTINIQUE		
3140	**Fort de France (CROSS) (MRCC).**	Ch. 79, F3E; Ch. 80, F3E.	1050, 1110, 2020, 2040; 1100, 1120, 2030, 2050.	Local navigational warnings and weather in French for Martinique, St. Lucia and Dominica.	
		Ch. 79, F3E; Ch. 80, F3E; Ch. 64, F3E.	1130, 1900; 1140, 1200, 1910, 1930; 1150, 1920.	Gunfire warnings and weather in French for Guadeloupe.	
		Ch. 64, F3E.	1230, 2000.	Local navigational warnings and weather in French for St. Martin and Antigua.	
		2545 kHz, J3E.	1333, 2215.	Weather in French.	
		2545 kHz, J3E.	Every even hour.	Weather.	
		Ch. 79, F3E; Ch. 80, F3E.	0720, 0740, 1820, 1840; 0730, 0750, 1830, 1850.	Weather in French for Martinique, St. Lucia and Dominica.	
		Ch. 79, F3E; Ch. 80, F3E; Ch. 64, F3E.	0800, 2100; 0810, 0830, 2110, 2130; 0820, 2120.	Weather in French for Guadeloupe.	
		Ch. 64, F3E.	0900, 2200.	Weather in French for St. Martin and Antigua.	
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			SWEDEN		
3282	**Tingstade (SAE).**	2768 kHz, J3E.	Every even hour +06m.	Local navigational warnings and weather.	
		2768 kHz, J3E.	1206, 2206.	Ice.	
		2768 kHz, J3E.	1006, 2206.	Weather.	
		Ch. 13, F3E.	0600, 1200.	Weather in Swedish (May - Nov.).	
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3288	**Stockholm (SDJ).**	1674, 1710, 1779, 1797, 2733 kHz, J3E, Ch. 01, 03, 21, 22, 23, 24, 25, 26, 27, 28, 62, 64, 65, 66, 78, 81, 82, 84, F3E.	0333, 0733, 1133, 1533, 1933, 2333.	Local navigational warnings, weather and ice (weather at 0733, 1933) (ice at 1133).	
		1674, 1710, 1779, 1797, 2733 kHz, J3E, Ch. 01, 03, 21, 22, 23, 24, 25, 26, 27, 28, 62, 64, 65, 66, 78, 81, 82, 84, F3E.	0633, 1433.	Weather in Swedish (May - Nov.).	
		518 kHz, F1B.	0110, 0510, 0910, 1310, 1710, 2110.	NAVTEX (H).	
		518 kHz, F1B.	0130, 0530, 0930, 1330, 1730, 2130.	NAVTEX (J).	
		518 kHz, F1B.	0030, 0430, 0830, 1230, 1630, 2030.	NAVTEX (D).	
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			CYPRUS		
3509.5 *3-1705*	**Kyrenia.**			*Remove from list.*	
				*	36/01
			ANGOLA		
3629	**Luanda (D3E).**	4143.6, 8291.1 kHz, J3E, Ch. 24, F3E.	0233, 0633, 1033, 1433, 1833, 2233.	Local navigational warnings in Portuguese.	
*		*	*	*	36/01